Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Randell D. Hiatt — No. C50200 — Exp. 6-30-19 — CIVIL — STATE OF CALIFORNIA

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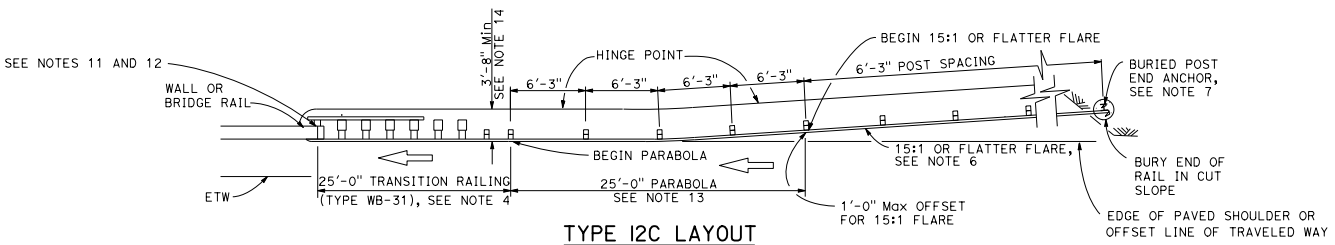
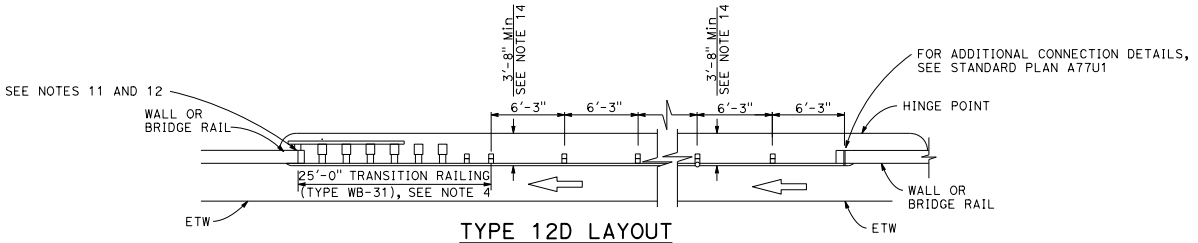


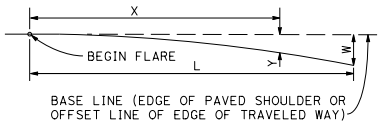
TYPE 12C LAYOUT

(MGS installation at structure approach with a Buried end anchor treatment at traffic approach end of railing)
See Notes 8 and 9



TYPE 12D LAYOUT

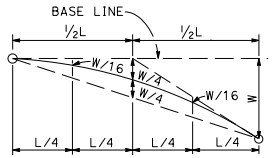
(Continuous MGS installation between structures)
See Notes 5 and 9



$Y = \frac{WX^2}{L^2}$

Y = OFFSET FROM BASE LINE
W = MAXIMUM OFFSET
X = DISTANCE ALONG BASE LINE
L = LENGTH OF FLARE

PARABOLIC FLARE OFFSETS



TYPICAL PARABOLIC LAYOUT

NOTES:

1. Line post, blocks and hardware to be used are shown on Standard Plans A77L1, A77L2, A77N1, A77N2 and A77M1.
2. MGS post spacing to be 6'-3" center to center, except as otherwise noted.
3. Except as noted, line posts are 6" x 8" x 6'-0" m wood with 6" x 8" x 1'-2" wood blocks. W6 x 8.5 or W6 x 9 steel posts, 6'-0" in length, with 6" x 8" x 1'-2" notched wood blocks or plastic blocks may be used for 6" x 8" x 6'-0" wood posts with 6" x 8" x 1'-2" wood blocks where applicable and when specified.
4. For Transition Railing (Type WB-31) details for Types 12C and 12D Layouts, see Standard Plan A77U4.
5. Type 12D layout is typically used where continous MGS is recommended between structures.
6. The 15:1 or flatter flare for Type 12C Layout is based on the edge of the paved shoulder or offset line of edge of the traveled way. The length of MGS with the 15:1 or flatter flare is based on site conditions and should be a length equal to multiples of 12'-6".
7. For details of the buried post end anchor used with Type 12C Layout, see Standard Plan A77T2.
8. Where placement of dike is required with MGS installations, see Standard Plan A77N4 for dike positioning details.
9. Type 12C Layout is typically used:
   a. To the right of approaching traffic, at the end of the structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
   b. To the left of approaching traffic, at each of a structure, on two-lane conventional highway where the roadbed width across the structure is less than 40 feet.
   c. To the right of approaching traffic at the end of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
   d. To the right of approaching traffic at the end of the structure on multilane freeways or expressways with decked median on the bridge.
10. See Standard Plan A77Q3 for typical layout used left of approaching traffic at the ends of each structure on multilane freeways or expressways with separate adjacent or parallel bridges.
11. For additional details of typical connections to bridge rail, see Connection Detail AA on Standard Plans A77U1 and A77U2 and Connection Detail FF on Standard Plans A77V1 and A77V2.
12. For additional details of a typical connection to walls or abutments, see Standard Plan A77U3.
13. For typical flare offsets for 25'-0" length parabola with maximum offset of 1'-0", see Standard Plan A77P1.
14. Use this offset for 8" block. For 12" block, use 4'-0" Min offset.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MIDWEST GUARDRAIL SYSTEM TYPICAL LAYOUTS FOR STRUCTURE APPROACH AND BETWEEN STRUCTURES

NO SCALE

A77Q2

1-29-18